

*J. Pothen*  
*Sur les Roches 8*  
*B-4960 Malmedy*  
*Belgium*

Malmedy, le 18-04-2001

Mr Lloyd Kisner  
P.B. Box 246  
DURBIN  
26264 W.V.  
U.S.A.

Dear Sir,

I am sending old photos of the village of FORET and of Louis FECHIR and his wife.

I hope you will recognize the house where you were living in 1944.

Your photos make me happy.

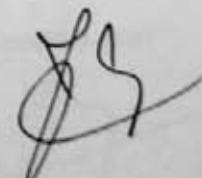
I thank you for all information you give me through your niece, Madam Doreen.

I have no information about Mimi Brisco, but researches continue.

I thank you for all.

If you have any questions....ask to me!

God bless you.



Joseph Pothen

J. Pothen  
Sur les Roches 8  
B-4960 MALMEDY  
Belgium

Malmedy, 17-01-2001

Mr Lloyd Kisner  
P B Box 246  
Durbin WV 26264  
U.S.A

Dear Sir,

Merry Christmas and Happy New Year

I am very happy you are still in good health.  
Your nephew, C Erickson Jr gave me your address by « Internet ».  
Did you remember when you came in my parents's home, four or five days before the arrival of the American army on September 11.

Before that, you ware hiding in the home of Louis Féchir in the village of Forêt.  
Louis Féchir was a cousin of my mother.

During the withdrawal of the german army, the S.S. attacked Belgian Resistant fighters in the village of Forêt. Then Louis Féchir came with you and an other G.I. in Saint-Hadelin where I was living. You ware sleeping in the bedroom of my parents ! At that time, you wrote your name in a little note-book I have kept till today !

I enclose a copy of the page where you wrote your name and the photo taken in the beginning September 44. On the photo I was 16. I am now 72 !!!

I am looking forward to haring for you !

Was your B -26 shoot down by enemy aikraft or enemy anti-aircraft ?

Can you explain me wath happened after you were shot down ?

How did you come to Louis Féchir's house ?

Do you know the name of the other airman on the photo ?

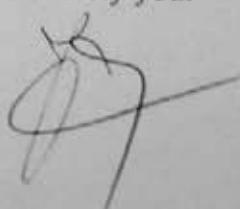
Is he still living ?

I hope to receive a photo of you ...

I am very happy to had found you again0

I shall write to in the coming days or weeks

Sincerely your



Doreen

**From:** "POTHEN Joseph"  
**To:** "Widney Jay" <jaysam@neumedia.net>  
**Sent:** Tuesday, December 04, 2001 11:24 AM  
**Subject:** Uncle Dabney

Dear Madam,

Your latest letter make me very happy when I learn good news concerning your uncle Dabney.

My wife and I sent to you all our best wishes for 2002.

***Merry Christmas and Happy New Year***

Yesterdays my wife and I were going to the SHAPE (Supreme Headquarters Allied Powers Europe) in Mons, 230 km from Malmedy. Every years, the City of Malmedy offers a Christmas tree from our forests to the SHAPE. We were part of the official delegation.

Since the terrorist attack on New York, the control to go in this center is very strict.

We have had the opportunity to visit the Child Development Center Briefing: a splendid American center for children from 6 months to 5 years.

Our delegation was presented to the SACEUR (the big boss), the general U. RALSTON. (4 stars)

At 16.00, our Mayor and the SACEUR have illuminated the Christmas tree.

All the days: aperitifs, receptions, aperitifs, receptions ... Super!!!

I am now preparing the ceremony at the monument of Baugnez (Malmedy) where 8 G.I's were killed by the German SS on December 17 1944.

Sincerely Joseph

Doreen

**From:** "POTHEN Joseph"  
**To:** "Widney Jay" <jaysam@neumedia.net>  
**Sent:** Sunday, August 26, 2001 5:41 AM  
**Subject:** Uncle Dabney

Dear Madam Doreen,

During the holidays months I did not receive any new pieces of information concerning your uncle.

However I have discovered the young girl your uncle calls "Mimi", with whom he learned a few French words.

I called up this person; she very well remembers her airmen friends Lloyd and Andy. This lady has forgotten nothing of that already far away era. She was happy to know how I succeeded in tracking up your uncle. She wishes you to say a friendly "Hello" to your uncle and assure him of her good memories,

Your friendly,

Joseph

I think pilots used to give names to their planes. Can your uncle remember the names o f his planes and, more particulary, the name of the plane with which he crashed in Belgium?-

M almedy, le 07-02-2001

Dear Mister Kisner

I am very glad to know you are in good health.  
Do you remember when you were in my parents's home ?



My father - my grand-mother me - ( ?) my mother - you my cousin and his sister - my aunt

My father died in 1982 (85 years old)

My mother died in 1993 (91 years old)

My grand-mother died in 1975 (99 years old)

My aunt died in 1985 (82 years old)

On this photo I was 16 ! Now I am 72.

In 1952 I got married with Marie-Louise. We have 3 sons, one daughter and 8 grandchildren

I was principal of the schools of our town. (Malmedy - Belgium)

I am retired since 1985.

My hobby is the study of the Battle of the Bulge.

Do you know the name of your companion ? Is he still in live ? I think his first name was Andre or Andy( ?).

Before you came in my parents's home, you were in the home of LOUIS FECHIR in the village of FORET

Louis FECHIR died in 1975 ( 84 years old). His wife died in 1960 (67 years old), His son NICOLAS died in 1996. Marie (78) and Celine (76), the daughters of Louis FECHIR, live in TROOZ, a town near FORET.

I should receive one photo of you. Is it possible ?

I join a document I have since long time.  
(Excuse my English)

Sincerely,

Joseph Pothen  
Sur les Roches 8  
B-4960 Malmedy  
Belgium



~~CONFIDENTIAL~~

Classification changed

~~RESTRICTED~~

by E. A. BRAUNFELS, Lt. Col., AF  
by F. M. HENRICKS Capt., AF  
Date MAR 16 1946

WAR DEPARTMENT  
HEADQUARTERS ARMY AIR FORCES  
WASHINGTON

50-0

MISSING AIRCRAFT REPORT

IMPORTANT: This report will be compiled in triplicate by each Army Air Forces organization within 48 hours of the time an aircraft is officially reported missing.

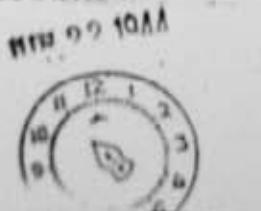
1. ORGANIZATION: Location AAF Station 358; Command or Air Force Ninth Air Force  
Group 323rd Bomb Group (M) Squadron 455th Detachment
2. SPECIFI: Point of Departure AAF Station 358; Journe As Briefed  
Intended Destination Liege, Belgium; Type of Mission Combat
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:  
Slight haze, no low clouds, visibility 6 - 8 miles.
4. GIVE: (a) Date 5/25/44; Time 1023; and Location Liege, Belgium  
of last known whereabouts of missing aircraft.  
(b) Specify whether () Last sighted; () Last contacted by Radio;  
() Forces Down; () Seen to Crash; or () Information not Available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: (Check  
only one) () Enemy Aircraft; () Enemy Anti-Aircraft; () Other Circum-  
stances as follows \_\_\_\_\_
6. AIRCRAFT: Type, Model and Series B-26B-50; A.A.F. Serial Number 42-95929
7. ENGINES: Type, Model and Series R-2800-43; A.A.F. Serial Number (a) IP 060369  
(b) IP 060411; (c) \_\_\_\_\_; (d) \_\_\_\_\_
8. INSTALLED M.E.O.L. (Furnish below Name, Type and Serial Number)  
(a) \_\_\_\_\_; (b) \_\_\_\_\_; (c) \_\_\_\_\_; (d) \_\_\_\_\_;  
(e) \_\_\_\_\_; (f) \_\_\_\_\_; (g) \_\_\_\_\_; (h) \_\_\_\_\_
9. THE PERSONS LISTED BELOW WERE KILLED AND: (a) Battle Casualty  
or (b) ~~xxxxxxxxxxxxxx~~
10. NUMBER OF PERSONS ABOARD AIRCRAFT: Crew 6; Passengers \_\_\_\_\_; Total 6  
(Starting with pilot, furnish the following particulars: If more than 10  
persons were aboard aircraft, list similar particulars on separate sheet  
and attach original to this form.)

Crew Position	Name in Full (Last name First)	Rank	Serial Number
1. Pilot	<u>1st Lt. Pelt, Robert E.</u>	<u>Captain</u>	<u>0-662639 RID</u>
2. Navigator	<u>1st Lt. Couch, William S.</u>	<u>1st Lt.</u>	<u>0-685548 RID</u>
3. Bombardier	<u>1st Lt. Kienker, Lloyd E.</u>	<u>1st Lt.</u>	<u>0-731762 RID</u>
4. Radio Operator	<u>2nd Lt. McCordie, James T.</u>	<u>S/Sgt.</u>	<u>12123132 QTD</u>
5. Aerial Engineer	<u>2nd Lt. Craig, Gordon K. V.</u>	<u>S/Sgt.</u>	<u>20618914 RID</u>
6. Tail Gunner	<u>1st Lt. Wootton, Frederick C.</u>	<u>S/Sgt.</u>	<u>35112384 RID</u>
7.			
8.			
9.			
10.			

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LOST KNOWLEDGE OF AIR-  
CRAFT, AND CHECK APPROPRIATE COLUMN. C INDICATES BASIC PERIOD:

-1-

~~CONFIDENTIAL~~



Fw: Concerning Lloyd Kisner

**Subject: Fw: Concerning Lloyd Kisner**

**Date:** (No, or invalid, date.)

**From:** "Doreen" <jaysam@neumedia.net>

**To:** "becky and fred" <bfbbenton@yahoo.com>

**CC:** "cathy" <corndorf@access.mountain.net>, "frank&robin" <fnrmams@neumedia.net>, "franny" <emams@wvu.edu>

Becky we are getting some info. I talked to Carol Erickson and she said she has n  
Sam

Date: Thursday, January 18, 2001 01:54:38

> From: POTHEN Joseph

> To: jaysam@neumedia.net

> Subject: Concerning Lloyd Kisner

>

> Madame Widney,

> I am very happy to find again your uncle Mr Lloyd Kisner.

> In may 1944 after bombing an bridge in Liège (Belgium), his aircraft was shot  
down. Fortunately, your oncle was not killed in the crash of his B-25. I do  
not know how he came in the house of Mr Louis Féchir in the village of FORET  
near Liège (Belgium).

> On September 6 or 7, SS of the German army attacked Belgian Resistant  
figthters in FORET.

> Quickly Louis FECHIR took two airmen (Lloyd Kisner and an unknow) and came in  
my parent's home in Saint-Hadelin (4 miles from FORET). Louis FECHIR was a  
cousin of my mother. It was very dangerous to protect American soldiers during  
the war!

> Lloyd was sleeping in the bedroom of my parents. He wrote his name in an  
note-book I have kep till todays. At that time I have the opportunity to take  
one photo of the first American I met in my live and before the withdrawal of  
The german army!

> 6 or 7 days later, our liberators, the American Army, got to Saint-Hadelin. Mr  
Kisner and his companion got back to the American Army.

> At that time , I was 16. I have never forget all what heppened in 1944-1945.  
Thank you for what you did for me.

>

> P.S. excuse my English

Joseph Pothen

Vendredi

Liege doit étre pris.  
Les amener au ciel sont  
afflatois, Beyneux.

Lt Llogh E Lesuer.

B of Lt

Frank, Witte

You wrote your name  
in my note-book

Freiday 8 Septem<sup>r</sup>  
1944.

Liege doit être pris.  
Les Américains sont  
afflés, déçus.

Lt Llogh E. Lesuer.

B of 25

Frank, Witta

You wrote your name  
in my note-book

Freiday 8 September

Dear Mister Kisner

I am very glad to know you are in good health.  
Do you remember when you ware in my parents's home ?



My father - my grand-mother me - (?) my mother - you my cousin and his sister - my aunt

St Hadelin  
Sept 1944

My father died in 1982 (85 years old)

My mother died in 1993 (91 years old)

My grand -mother died in 1975 (99 years old)

My aunt died in 1985 (82 years old)

On this photo I was 16 ! Now I am 72.

In 1952 I got married with Marie-Louise. We have 3 sons, one daughter and 8 grandchildren

I was principal of the schools of our town. (Malmedy - Belgium)

I am retired since 1985.

My hobby is the study of the Battle of the Bulge.

Do you know the name of your companion ? Is he still in live ? I think his first name was Andre or Andy( ?).

Before you came in my parents's home, you ware in the home of LOUIS FECHIR in the village of FORET

Louis FECHIR died in 1975 ( 84 years old). His wife died in 1960 (67 years old), His son NICOLAS died in 1996. Marie (78) and Celine (76), the daughters of Louis FECHIR, live in TROOZ, a town near FORET.

I schould receive one photo of you. Is it possible ?

I join a document I have since long time.

(Excuse my English)

Sincerely,

Joseph Pothen  
Sur les Roches 8  
B-4960 Malmedy  
Belgium

*J. Pothen*  
8 Sur les Roches  
B-4960 Malmedy  
Belgium

Malmedy, le 14-09-2001

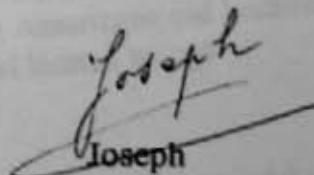
Mr L.Kisner  
P.B. Box 246  
DURBIN  
W.V. 26264  
U.S.A.

Dear Sir,

The C.R.B.A. (Center of Research on the Battle of the Bulge) has the honor of sending you the enclosed diploma for the part you played in the victory of the Allied troops during the WWII.

This diploma is reserved, usually, to the soldiers that fought during the Battle of the Bulge but we send it to you as an exceptional mark of sympathy and gratefulness.

With my sincere and friendly congratulations



A handwritten signature in black ink, appearing to read "Joseph".

Enclosed you will find information on the activities of the CRIBA



C.R.I.B.A.

## Center of Research and Information on the Battle of the Bulge.

The five letters C.R.I.B.A. stand for "Centre de Recherches et d'Informations sur la Bataille des Ardennes" which means "Center of Research and Information on the Battle of the Bulge".

This association, founded in March 1980, is a non-profit, a non-political and non-philosophical organization.

It seems necessary to say a few words about the origins of C.R.I.B.A.

The Commemoration of the 35<sup>th</sup> Anniversary of the Battle of the Bulge brought together two men who developed a keen interest for the history of a period they had well known. They talked about the supposed attack by the German panzers of an American gasoline dump near Stavelot. This attack was put on the screen by Ken Annakin in a beautiful and very sensational film "The Battle of the Bulge" with such marvelous actors as Telly Savalas and Henri Fonda. But, eventually, the story of the gasoline dump is a mere legend.

For these two history lovers, it seemed absolutely necessary to restore the TRUTH and get rid of such misleading legends. So by common consent, they decided to organize meetings and debates for people who were interested in the history of the Battle known in the U.S.A. as the "BATTLE OF THE BULGE".

C.R.I.B.A. was about to be born with the following goals:

1. To get together all those who are interested by the events of the Winter 1944 - 1945 in the ARDENNES, remembering the words of a famous Spanish writer, Salvador de Madariaga: "**THOSE WHO FORGET THE EVENTS OF THE PAST ARE CONDEMNED TO LIVE THEM AGAIN**".
2. To collect documents, pictures, testimonies from soldiers and civilians to establish a detailed documentation on the Battle of the Bulge.
3. To inform our fellow-citizens and perpetuate the memory of the sacrifices of the soldiers and the civilians. Particularly young people, who didn't know the war must learn that sometimes in your life you have to take a responsibility like thousands of young Americans did because they knew that freedom is one of the most valuable thing for countries and human beings.
4. To help preserve historical data and sites.
5. Another goal is to organize contacts with War Veterans. Fully aware of the awful consequences that a successful German counter-attack in December 1944 would have meant for us, Belgians, we are anxious to express our sympathy and gratefulness to the Allied Veterans of the Battle.

We want to attest the spirit, the unselfishness, the devotion to duty and the valor of those who lived that

1. We hold a monthly meeting in Liege where every member is welcome. We put together the results of our researchs and of our activities. Very often, there is a lecture or a debate on a subject of the battle and sometimes a film.
2. We publish a three-monthly newsletter in french. It includes articles on the battle, accounts on activities, ceremonies and meetings, interviews of soldiers and civilians and comments on books or documents.
3. We participate in cultural events and exhibitions on the "Battle of the Bulge". We have taken part in radio and T.V. programs on the Belgian waves. Our association has contributed to a five hour film produced by the Belgian T.V. for the 40<sup>th</sup> Anniversary of the Battle. That film was given the Award "Antennes de Cristal" for the best Belgian documentary film of the year.
4. We take part in all ceremonies reminding the Ardennes Campaign but especially in the ceremonies of Memorial Day in Belgium with wreath laying at the American Military Cemeteries in La Neuville-en-Condroy and also Henri-Chapelle but also in Baugnez (Malmedy massacre). War is over, years have passed. Time restored to health souls and bodies. Houses were rebuilt. The tough Ardennes people went through the anguishes of the fightings and horrors of the war. **But we have not forgotten the price for our freedom.** Thousands of little white crosses lined up in the American Military Cemeteries of La Neuville and Henri-Chapelle are testimony for history and for men of the violent fightings on the Ardennes Theater of Operation. Every year, we remember and go there to lay a wreath and pay our respects to the memory of our proud liberators.
5. Finally, one of our most important activity is the welcome to American Veterans who come back to the battlefields. We help them finding villages, houses, crossroads, aid stations and even their own foxholes. Sometimes, we have American families who are coming for a pilgrimage to the country where they lost a loved one. Sometimes, we accompany groups and try to show them places of particular interest. Very often we take smaller groups or individuals to the specific places they went to visit.

Numerous letter from Americans friends make us believe that we are successful.

Such letters make us feel happy and are an incentives encouragement to go on.

To conclude, I want to say a few words about our members.

#### **WHO ARE THEY?**

Of course, many of us who have known the war are more interested in the story of the Battle of the Bulge than young people.

But surprisingly, many of our members are young people who were not born at the time, and they take a very important part in our activities.

Two women are even members of our Board.

We believe and we hope that they will go on when we pass away.

André Hubert, Honorary President.

Christian Kraft de la Saulx, President

Henri Rooster, Secretary

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## Schiphol

Donor	Original Source	PIMA ID	Donor ID	Category
Richard P. Ellinger	Rob van den Nieuwendijk	na	OCR-G-MS-1713	CT-MS

### Introduction:

Schiphol, as many accounts from Marauder Men will confirm, was one of the most heavily defended airfields that the Germans held during WWII.

This account is by an "**amateur historian of the airwar over Holland during WWII.**" Rob van den Nieuwendijk, documents B-26 Missions against this airfield. The following is from an OCR scan that is considered quite accurate.

DECEMBER 1994

## Schiphol

### G.A.M. van den Nieuwendijk

I enjoy receiving and reading Marauder Thunder very much - it reflects interesting aspects of the history of the B26 a bomber with a tremendous and (almost) forgotten past; the B26 MHS does a great job by preserving and projecting the history of the Marauder in all aspects.

As an amateur historian of the airwar over Holland during WWII I became interested in the aspects and effort of the B26 raids on Amsterdam/Schiphol airfield in autumn 1943. After years of researching these attacks - the most feared by the Marauder-Men, as this airfield was the most heavily defended German A/D in NW Europe - I had the opportunity to write down the events. This resulted in "Doelwit Schiphol; De Amerikaanse aanvallen op de vliegbasis Schiphol in het najaar van 1943" ("Target Schiphol; The American raids on Schiphol airfield in autumn 1943"). This interesting and handsome book (200 pages and over 100 never published photos) is the very first publication which zooms in all aspects of the Marauder attacks on this airfield on 29 July 1943, 3 October 1943, 3 November 1943 and 13 December 1943.

Therefore I was surprised reading Kenneth J. Brown's story "Just one Mission" in Marauder Thunder (Vol.2 , no. 4 of October 1994). Just as an coincidence today it is 51 years ago that 200 Marauders attacked this very important German airfield and put it out of action for the rest of the war.

The very first attempt destroying Schiphol by the Marauders was on 29 July 1943. Nr. 323 Bomb Group detailed 18 Marauders, but due to improper landfall "Ymuiden" this mission was canceled. The next mission was on 3 October 1943. Nrs. 322 and 323 Bomb Group detailed 36 planes each and bombed target with fair results. Various Me-109's

of II./Jagdgeschwader 3 (stationed at Schiphol) made attacks on the B26's. Escorting Spitfires did a good job: various Me-109's were claimed as destroyed. All allied aircraft returned home safely.

On 3 November 1943 nrs. 322, 3Z3, 386 and 387 Bomb Group detailed 18 aircraft each. After a frightful bomb-run, during which Bugs Bunny, piloted by Capt. Anthony Geiser (323 Bomb Group and 456 Bomb Squadron) was directly hit by flak, Schiphol was bombed by 65 Marauders. Due to the heavy flak, the results were poor; only 7 bombs in target area. on the route out the Me-109's of II./Jagdgeschwader 3 attacked the Marauders again. In dogfights with Spitfires "mainly of the Canadian Digby Wing) a total of 13 were destroyed, 2 probably destroyed and 2 damaged. Of these the Marauders claimed: 3 destroyed, 1 probably destroyed and 1 damaged. Actual German losses: 7 Me-109's lost over Northsea and Zandvoort area. The Luftwaffe lost Major Kurt Brandle, leader of II./Jagdgeschwader 3, a German ace with 180 victories and over 650 combat missions - a heavy blow for the Luftwaffe. This attack was discussed on high level in order to prevent further heavy losses and defend the Reich.

After poor results on 3 November 1943 the next attack was set on ~~15 December 1943~~. Nrs. 322, ~~3Z3~~, 386 and 387 Bomb Group detailed 54 planes each - a total of 216 (maximum effort); the largest number detailed by B26'S to one single target till that date. Each B26 carried 4 x 1000 lb GP's. The attack was planned in three waves. Nr. 98 Combat

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Wing (nrs. 322 and 386 Bomb Group) attacked with 72 planes first at 14.36 hour" - aiming on the intersection of the two runways. The flak was intense, accurate and hot. Nr. 99 Combat Wing (nrs. 323 and 387 Bomb Group) carried out the second attack with 72 aircraft at 14.53 hours. The "Raunchy Pascal" of 323 Bomb Group and 455 Bomb Squadron, piloted by I/Lt. Piper, was hit by flak and last seen over the Northsea, losing height rapidly. The entire crew is still missing. For the third and last attack all four Bomb Groups participated with 18 planes each from 15.04 hours the Marauder Men bombed target. 386 Bomb Group, led by Maj. Sherman Beaty of 5S5 Bomb Squadron, was the last unit over Schiphol. Flak was extremely heavy deputy Capt. Raymond Sanford in "Hell's Fury" was directly hit and crashed in Amstelveen/Aalsmeer. The entire crew, except Sanford, lost its life. Sanford was wounded and taken POW and survived the war.

Some German fighters had tried to attack the bombers, but their reaction was weak. In combats with Polish 3O6 and 315 Squadrons one Spitfire was shot down for two claimed destroyed German fighters. The results of this raid were devastating. In 30 minutes about 780 1000 lb GP's had been dropped on Schiphol's runways: the heart of the airfield. It was put out of action for the rest of the war. The flak damage had been high: nr. 322 Bomb Group had 50 planes of target, of which 34 and damage category A and one crash landed B26. Mr. 323 Bomb Group had 52 aircraft over target of which 35 had damage category A, 10 had AC, 1

failed to return, 5 returned on one engine and 3 crash landed. Nr. 386 Bomb Group had 52 aircraft over target of which 35 had damage category A, 1 had AC, 1 failed to return and 1 crash landed. And nr. 387 Bomb group had 46 aircraft over target of which 15 had damaged A and 4 AC.

It had been a morale boosting mission: the Marauder could take it! The very next Marauder mission was on 20 December 1943 - the 100th mission. Since 16 July 1943 about 6,700 sorties had been flown, during which 21 aircraft did not return: 0.3% losses - the lowest losses in all operation areas.

This story had a tail - Schiphol (recently voted as the best civil airfield of the world again) is developing to the mainport of Europe; the Dutch economic spearhead. It is feared that there are still unexploded bombs in the Dutch ground near Schiphol. Developments are planned and carried out carefully. Intensive research has been undertaken in order to locate the "forgotten" bombs. Since 1989 over 10 bombs have been uncovered and detonated. Just recently, on 3 November 1994 (another coincidence), the NV Luchthaven Schiphol, the gemeente Haarlemmermeer (municipal) and the Explosieven Opruimingsdienst (bomb squad) signed agreements on removing future explosives located at Schiphol.

I trust that this information is of interest to all Marauder Thunder readers, especially those Marauder Men who participated in the

Amsterdam/Schiphol missions in autumn 1943. For further information do not hesitate to contact me.

Hoping to hear from you, or any other Marauder Men, I wish you a merry Xmas and the very best for 1995!

As a final note, to future generations, we urge all

Aircrew Veterans and their families to take

the time to go back to Manuscript menu

and that

relates to your WWII experience is valuable.

With best regards,

Rob van den Nieuwendijk.

1. Consider what that
2. To whatever extent you can, identify each item that you have. This particularly includes providing whatever caption that you can do photographs. Ideally each such item should have information that identifies who, what, where and when. Any of this information makes the item more useful.
3. Prepare all of your holdings for transfer to our archive, The PIMA Air and Space Museum, by being sure that each item holds the name of the donor, is wrapped carefully and sent to our - your - archive.

Rob van den Nieuwendijk

1995

## **What we would like all Marauder families to do!**

In the belief that Marauder history is important enough to be preserved and made available to future generations, we urge all Marauder Veterans and their families to take the following instructions;

1. Consider that anything that you hold that relates to your WWII experience is valuable.
2. To whatever extent you can, identify each item that you have. This particularly includes providing whatever caption that you can to photographs. Ideally each such item should have information that identifies who, what, where and when. Any of this information makes the item more useful.
3. Prepare all of your holdings for transfer to our archive, The PIMA Air and Space Museum, by being sure that each item holds the name of the donor, is wrapped carefully and sent to our - your - archive.
4. Send it to PIMA!

Scott Thompson  
Archivist, Pima Air & Space Museum  
6000 E Valencia Rd  
Tucson AZ 85706

16 December 1944



28 January 1945

## BATTLE OF THE BULGE

*Lloyd KISNER*

BELGIUM REMEMBERS

The people of Belgium pay tribute to all those who took part in the liberation of the country,  
in 1944-1945.

We remember with deep sorrow those who died and those who were wounded.

We are indebted to their bravery.

Out of their sacrifice comes our freedom.

To the gallant veterans we say:  
"Thank you, we will never forget you."

Date: September 11, 2001

For C.R.I.B.A.:

16 December 1944

28 January 1945



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Date: September 11, 2001

For C.R.I.B.A.:

J. Pothen  
8 Sur les Roches  
B-4960 Malmedy  
Belgium

Malmedy, le 14-09-2001

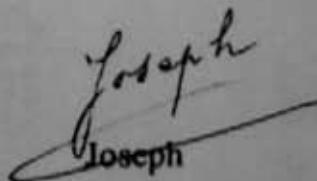
Mr L. Kisner  
P.B. Box 246  
DURBIN  
W.V. 26264  
U.S.A.

Dear Sir,

The C.R.B.A. (Center of Research on the Battle of the Bulge) has the honor of sending you the enclosed diploma for the part you played in the victory of the Allied troops during the WWII.

This diploma is reserved, usually, to the soldiers that fought during the Battle of the Bulge but we send it to you as an exceptional mark of sympathy and gratefulness.

With my sincere and friendly congratulations



A handwritten signature in black ink, appearing to read "Joseph". It is written in a cursive style with a long horizontal stroke extending from the end of the first name across the middle of the surname.

Enclosed you will find information on the activities of the CRIBA

16 December 1944

28 January 1945



## BATTLE OF THE BULGE

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Date: September 11, 2001

For C.R.I.B.A.:

and drowned in a lake. I feel confident that there is anything else that will

also found that to be false. The hair was retested under a law that went into effect last

where Taylor was found.

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3607 27th Avenue  
(712) 225-7443

Turk  
400 E. 30th Street  
(402) 887-1779

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## POW

from Page A1

"I knew I would survive," Felt said. "I knew the war was going to end soon. I never gave up, because I knew I would make it out of there."

Felt said he dreamed vividly during that time.

"And they weren't about pretty girls, either," Felt said smiling. "Usually about a big bowl of mashed potatoes. The only potatoes we got in the camps were rotten."

Felt said he knew the end of the war was near because he could hear the troops fighting.

"One day we woke up and a tank and troops were taking over the camp. Then the American flag went up," Felt said. "It was the most beautiful sight I have ever seen."

About six weeks later, Felt arrived at his parents' home near Wakefield.

"I really felt sorry for them because they didn't know if I was alive or dead. At least I knew I was alive," Felt said.

Felt then sent a letter of application for the Caterpillar Club.

The elite club is for those who have used parachutes to save their lives. It is called the Caterpillar Club because during World War II, parachutes were made of silk.

"I received a reply saying they needed two witnesses of my escape," Felt said. "I just gave up after that."

Fifty years later, he was talking with the bombardier of the plane, Lloyd Kisner, with whom he corresponds two or three times a year. He is the only other member of the crew still living.

"He asked me if I was in the Caterpillar Club and I told him what had happened," Felt said.

About three weeks ago, Felt received his official Caterpillar Club certificate and pin.

"I figure Kisner probably did it," Felt said.

Kisner had his niece do some research to get Felt the honor he had earned.

"I always felt I belonged to the club," Felt said. "I am happy that I can finally say I do."

## HEINEMAN

from Page A1

Johanns said Heineman will assume Maurstad's role as the state's liaison to the federal government and will take on a new role of coordinating the state's anti-terrorist planning in light of the recent attacks on the East Coast.

Heineman, 53, lives in Fremont. He was born in Falls City and graduated from Wahoo High School. He also graduated from the U.S. Military Academy at West Point in 1970 and served in the U.S. Army for five years.

He was the executive director

of the Nebraska Republican Party, office manager for U.S. Rep. Doug Bereuter's Fremont office and chief administrative aide to former U.S. Rep. Hal Daub before running for the state treasurer.

Johanns, who has not formally announced that he will seek a second term, said Heineman will be his running mate if he runs.

Giving the lieutenant governor a larger role has become more important since voters approved a measure in November changing how the position is filled.

The lieutenant governor used to run independently in the primary election. Now, the governor and lieutenant governor will run on the same ticket.

Byrd said she had not decided if she will run for treasurer next year.

"That's a premature thought for me," she said. "This has moved very, very quickly."

While the lieutenant governor's main duty is to preside over the Legislature, most of the office's holders historically were mostly limited to ribbon-cutting and ceremonial pomp.

That changed in the past 10 years, however, when Maxine Moul and then Kim Robak began playing larger roles in the position under then-Gov. Ben Nelson.

The job's responsibilities have escalated even more since Johanns took office in 1999.

Johanns made Maurstad an in-

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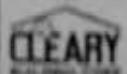
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NORTH PLATTE, NEBRASKA

## 'Caterpillar' finally joins the Club

### POW's long-delayed membership affirmed

By Jenny Hasenauer

The North Platte Telegraph

It was a fairly routine mission during World War II.

Capt. Robert Felt, a pilot, and his crew were on their way to bomb a railroad bridge near Liege, Belgium, their 57th mission, when their B25 bomber, the Dragon Wagon, was hit by antiaircraft flak.

"The right engine quit, then the left engine caught fire," Felt said. "We had to get out."

Felt said he got the other four members of the crew out of the plane, then parachuted out himself.

"I wasn't scared at the time because the plane was on fire — we had to jump," Felt said.

As he drifted to the ground, Felt said it was very peaceful.

"It was so quiet, I could hear the dogs barking," he said.

Felt landed near a church and immediately saw a woman directing him toward a grove of trees.

"I got up and tried to run, but I had hurt my knees in the fall and I fell to the ground," Felt said.

Almost immediately he was captured by German troops and was taken to Stalag Left 3, a prison camp near Sagan, Poland.

"It wasn't good," Felt said. "We were all cold

and hungry. They didn't beat us or anything, but it seemed we were there for an eternity."

At the time, Felt was with one of his crew members in the camp. He later found out that two of his crew had escaped and another one had been captured.

Felt and his crew members were in the Stalag Left camp for six months.

"Then they moved us," Felt said. "I lost track of my crewmember. I am not sure what happened to him."

As for Felt, he marched three days and three nights in a blizzard and spent three more days locked in a boxcar until he got to Stalag 7A, a prison camp near Museburg, Germany.

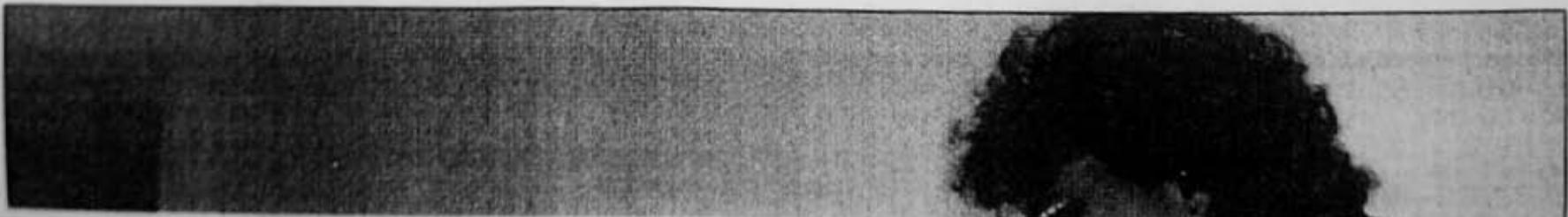
It was there Felt remained until the summer of 1945.

Please see POW, Page A2



B26 p  
1943,  
his cre

## SHOT UP OR SHUT OUT



C  
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pe

OCTOBER 2, 2001

# the Club

y didn't hear us or anything. There were three of us down initially." It was with one of his crew when the latter found out that all escaped and another one of my members were in the Stalag months.

"I just number. I am not sure what we had three days and three and spent three more days until he got to Stalag 7A, a

Buchenwald, Germany.

I remained until the sum-



Courtesy photo

**B26 pilot Robert Felt**, far left, seen here with his crew in 1943, was shot down over Belgium May 24, 1944. He and his crew had to parachute out of the plane.

Please see POW, Page A2

OUT

# City Council to finalize

Mrs. L. E. Kisner of Frank, Pocahontas county, have been notified that their son Lieut. L. E. Kisner, Jr., is reported "missing in action over Belgium."

Lieut. Kisner was a bombardier-navigator in the 9th Army Air Force. He had been awarded the Distinguished Flying Cross, the Air Medal with Four Oak Leaf Clusters and the Purple Heart.

This is the second time Lieut. Kisner had been listed as "missing in action." Some three months prior to the last notification, his plane was shot down but he managed to get back to England safely.

A letter received by Mrs. Kisner, mother of the young navigator from a pilot squadron in which he was a member, stated that he (the pilot) was on leave at the time the flight was made but he had learned that the plane, in which her son and five crew members were occupants, was disabled and dropped out of formation over Belgium territory. He was reported by the war department as "missing as of May 25."

## *Lieut. Kisner Decorated With Marauder Crew*

(Continued from Page One)

could not be operated under full power.

### **Prepare to Bail Out**

"Some 15 miles off the English coast the left engine cut, too. I told the crew to prepare to bail out, then I put the ship in a glide. We worked to get the left engine going again, and finally it caught.

"We were down to 2,000 feet as we crossed the English coast. We were losing altitude steadily. At 1,500 feet, about four miles from where we hit the coast line, the left engine let go entirely. Meanwhile, everything had become soaked in gasoline from the gas that was sloshing out of the punctured tank. If we had tried a crash landing the first spark would have meant an explosion.

"I ordered the crew to bail out. The co-pilot hesitated at the open bomb bays. He came back to ask me was I going to jump or try to set it down. I told him to get going, that I was coming, too. I tried to set a course well away from a town and building. Then I hurried back and went out, too. We were pretty low, somewhere around 500 feet or less.

"I remember pulling the ring and it came away in my hand with the wires dangling. I looked at it and thought it had torn loose, so I said, 'You dirty . . . and just about tha-

time the chute opened. I looked toward the plane, which had lost altitude rapidly and was swinging around in a descending turn to the left. It was in the next field. It burned completely."

Members of the "Liberty Lady's" crew who have been recommended for awards are: Second Lieutenant Ross Oakley, co-pilot, Westwood Village, Calif.; Second Lieutenant Kisner, bombardier-navigator, Frank W. Va.; S. Sgt. Lloyd Arthur, radio gunner, Saratago, Ind.; Sgt. Martin Dishong, tail gunner, Everett, Pa.; and S. Sgt. Woodrow Laubey, engineer gunner, St. Joseph, Mo.

in Elkins was

LIEUT. KIS  
IS NOW SA

# Had Been Reported Missing in Action

Mrs. Franklin J. Widney learned this morning that her brother, Lt. L. E. Kisner, jr., of Frank, reported "missing in action" on May 25, over Belgium, cabled his parents this morning "Am O. K. Have written. Will See You Soon. Don't Worry About Me. Love." signed, "Your Son."

Lt. Kisner was overseas 14 months when he was reported missing by the War Department. He was a bombardier on a B-26 Marauder plane.

Dr. and Mrs. Widney and daughter Marsha Kaye and Mrs. Widney's sister, Mrs. B. E. Lawton, have returned from Atlantic City where the Widneys were guests of Mrs. Lawton. Her husband is in the Navy.

A brother of Mrs. Widney and Mrs. Lawton, Pvt. William Kisner stationed at Fort McClelland, Ala., is visiting at his home at Frank-



The ancient library in which the books have been found intact was at Herculaneum, and contained about 1,800 volumes.

Grand Coulee Dam contains enough concrete for a highway from New York to Seattle, and back via Los Angeles.

## L.T. KISNER REPORTED MISSING IN ACTION FOR SECOND TIME

### Is Brother Of Local Resident

Lt. L. E. Kisner, Jr., of Frank, a brother of Mrs. Franklin J. Widmeyer, of this city, is reported "missing in action over Belgium", according to a notice received by the young Lieutenant's parents, Mr. and Mrs. L. E. Kisner, of Frank.

Lt. Kisner was a bombardier navigator in the 9 Army Air Force. He has been awarded the Distinguished Flying Cross, the Air Medal with four Oak Leaf clusters and the Purple Heart.

This is the second time Lt. Kisner has been listed as "missing in action." Some three or four months prior to the last notification, his plane was shot down but he managed to get back to England safely.

A letter received by Mrs. Kisner mother of the young navigator, from a pilot of the squadron in which he was a member, stated that he (the pilot) was on leave at the time the flight was made.

but he had learned that the plane, in which her son and five crew members were occupants, was disabled and dropped out of formation over Belgium territory. He was reported by the War Department as "missing as of May 25."

Lieut. Kisner is the first member of Elkins Lodge No. 1135, B.P.O. Elks to be listed as missing or killed in action. Lt. Col. Robert Wolverton has been listed as "missing in action" as of June 6. No further word has been received from either of the officers. Lt. Col. Wolverton was a paratrooper.

Lt. Kisner has two other sisters, Mrs. Eugene Lawton, of Atlantic City, N. J., and Pauline, at home, and one brother, William, who was recently inducted into the service. Mrs. Lawton was the former Geraldine Kisner, who attended Davis and Elkins college and was employed here for sometime. Lt. Kisner was formerly employed by the Western Maryland railway company.

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